

150 Green Street
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150 Green Street: final
initial study /
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DEPARTMENT OF CITY PLANNING

450 McALLISTER STREET • SAN FRANCISCO, CALIFORNIA 94102

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

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Date of this Notice: January 18, 1985

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Jon Hussey

Telephone: (415) 558-5261

Project Title: 83.447E

Project Sponsor: Grosvenor Properties

Six story office/retail building

Project Contact Person: Nat Taylor

Project Address: 150 Green Street at Sansome

Assessor's Block(s) and Lot(s): 112/8

City and County: San Francisco

Final Initial Study

Project Description: Construction of a six-story, 66,260 gross-square-foot, office/retail building with valet parking for 100 cars within the Northeast Waterfront Historic District, after demolition of a two-story, 18,000 square foot, office/retail building considered compatible with the Historic District.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached. See attached

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: January 28, 1985.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a \$35.00 filing fee.

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Alec S. Bash
ALEC S. BASH, Environmental Review Officer

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FINAL INITIAL STUDY

150 GREEN STREET

83.447E

January 18, 1985

I. PROJECT DESCRIPTION

The project sponsor, Grosvenor Properties Ltd., would construct a six-story, 66,260 gross-square-foot (gsf) retail/office building at 150 Green, at the northeastern corner of Sansome and Green Streets, west of Icehouse Alley (Figure 1, page 2). It would be located on Assessor's Block 112, Lot 8. The C-2 (Community Business) district site is occupied by a two-story, beige, stucco building with a penthouse level containing 7,000 square feet of offices, 11,000 square feet of retail, and about 50 parking spaces. The site also falls within the Northern Waterfront Special Use District No. 3.

There would be valet parking for 100 cars (23,400 square feet) on two basement levels, a net increase of 50 vehicles. Uses would include 60,210 gsf of office and 6,050 gsf of retail space which, compared to the existing building, would represent a 53,210 gsf increase in office and 4,950 gsf decrease in retail space. The proposed building would be about 64.5 feet high. A mechanical penthouse level would extend the 150 Green Street building's height to 75 feet (Figure 2, page 3).

The structure lies within the Northeast Waterfront Historic District, an area of special historical and architectural character. Formerly the Sperry Flour Company Building, built in 1916, the existing building on the site is described as "compatible" by the Department of City Planning (DCP).

Estimated construction cost of the project would be approximately \$4,000,000. An 13-month construction period is anticipated.

The architect is Gensler and Associates.

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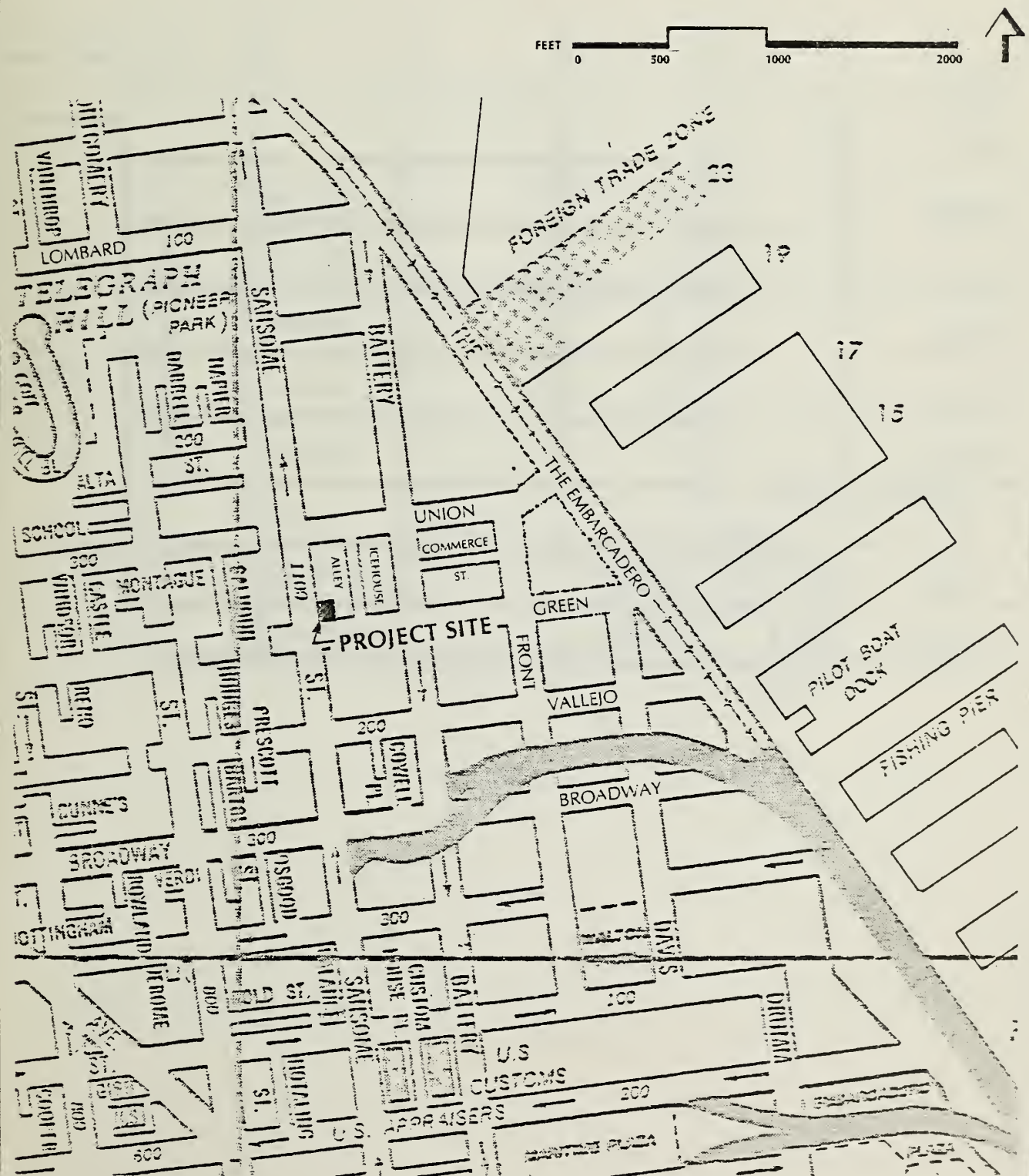
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SITE LOCATION MAP

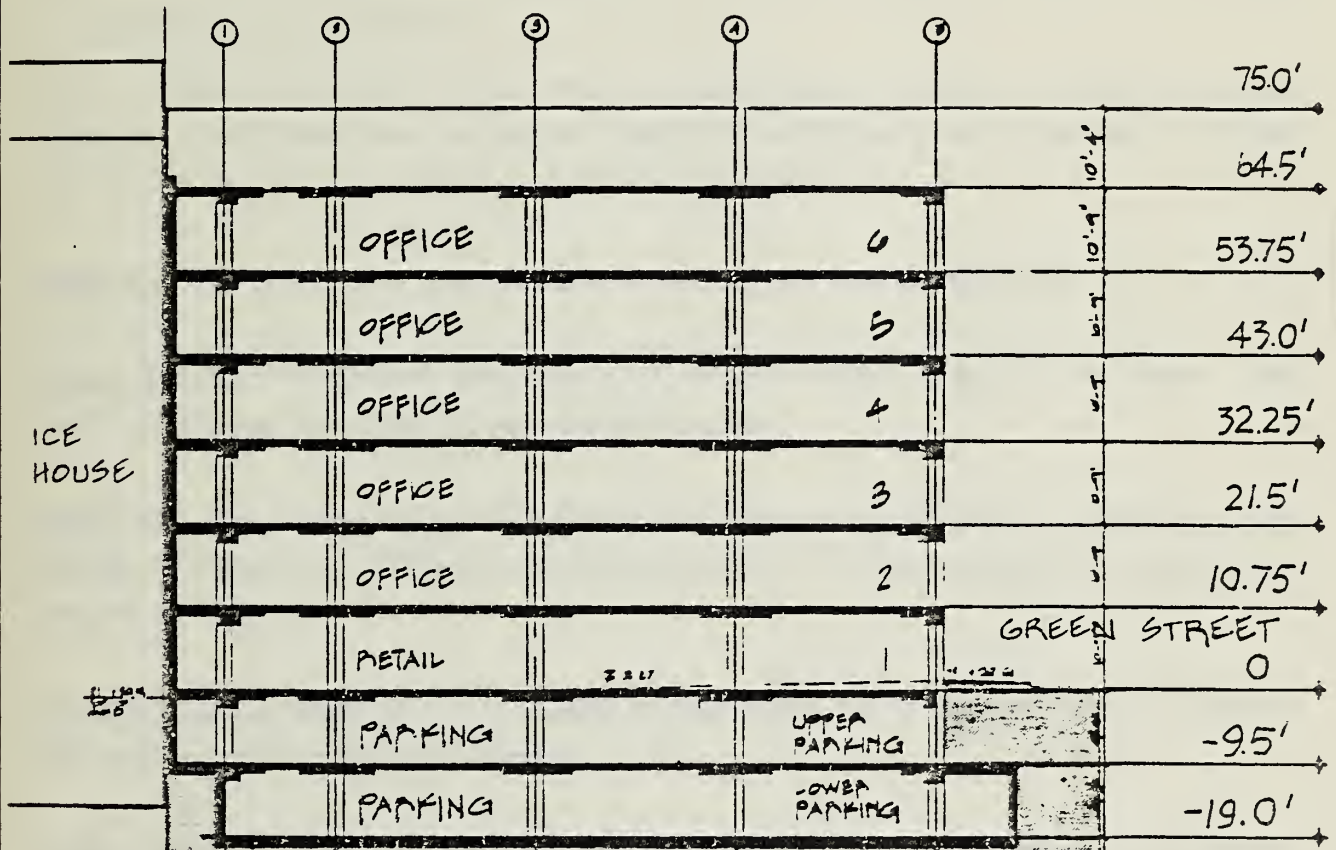
FIGURE 1



SECTION

FIGURE 2

SOURCE: GENSLE AND ASSOC.





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II. SUMMARY OF POTENTIAL EFFECTS

A. SIGNIFICANT EFFECTS

Urban design and cultural resource impacts of the proposed project plus cumulative urban design impacts with nearby projects could be significant. These will be analyzed in the EIR.

B. INSIGNIFICANT EFFECTS

Some environmental effects would either be insignificant or would be mitigated through measures incorporated into the project design. The following issues require no further environmental analysis and will not be addressed in the EIR.

Land Use: The project would be consistent with existing land use patterns.

Visual Quality: The project would not have reflective glass as part of its design. The surrounding properties would not be affected by glare.

Population: The project would not induce substantial growth, nor would it displace a large number of employees. Given the project's small size, it would not generate a significant demand for housing.

Transportation/Circulation: The proposed project would not measurably affect intersection service levels or regional highways.

Noise: After completion, the project would not perceptibly increase noise in the project vicinity.

Air Quality/Climate: Construction and operation of the proposed project would not create objectionable odors, nor would the project involve burning any materials. The project would not violate any ambient air quality standard, create objectionable odors or cause a change in climate. Mitigation measures would be incorporated into the project to address potential impacts during construction.

Utilities/Public Services: Increased demand for public services and utilities attributable to the proposed project would not require additional personnel or equipment.

Biology: The project would have no effect on plant or animal life because the site is currently covered by buildings.

Geology/Topography: A geotechnical report has been prepared by a California-licensed soils engineer; building construction will conform to the report's recommendations.

Water: The site is currently covered by buildings and has no surface water. Alterations to drainage patterns, therefore, will not be discussed.

Energy: The project would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource.

Hazards: The proposed project would not be affected by hazardous uses nor would it cause health hazards. An evacuation and emergency response plan would be developed by the project sponsor as part of the project.

III. POTENTIAL ENVIRONMENTAL EFFECTS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	<u> X </u>
*2. Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	_____	<u> X </u>
*3. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	_____	<u> X </u>

*Derived from State Environmental Guidelines, Appendix G, normally significant impacts.

The site is in a C-2 (Community Business) district, where offices and commercial uses are principal permitted uses. It is also in the Northern Waterfront Special Use District No. 3, where principal permitted uses include industrial and commercial operations directly relating to waterborne commerce or navigation, and wholesale establishments within an enclosed building. Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts. These provisions may be superseded by Special Use District provisions; uses must be in conformance with the Northeastern Waterfront Plan.

The applicable height and bulk district for the site is 65-X, which allows a building height of up to 65 feet. On Sansome Street, with a slope of less than 5%, the height measurement is taken from the top of the curb opposite the center of the building to the highest point of the finished flat roof. The maximum floor area ratio (FAR) allowed on the site is 5:1, in accordance with Section 240.3 of the City Planning Code relative to the Northern Waterfront Special Use Districts. The project site is also eligible for a 25% Corner Bonus (Section 125 of the Planning Code) which brings the maximum allowable FAR for this site to 6.25:1 ($6.25 \times 11,700 = 73,125$ square feet of gross floor area, excluding parking). The actual FAR for the project would be 5.66:1. The project would comply with regulations for the zoning district except for the provision of parking. A variance would be required under the City Planning Code (Section 155C) as the sponsor proposes the use of valet parking.

The proposed project would conform to policies outlined in the Northeastern Waterfront Plan. It would respond to Objective 3 of the Plan which is, in part, to "develop a diversity of additional activities which would strengthen the existing predominant uses in the Base of Telegraph Hill Area." Policy 1 of Objective 3 is to "strengthen the area's predominant uses of professional and general offices and design-related activities." Policy 4 of Objective 3 is to "develop the area to a lesser intensity of activity than the adjacent downtown and Fisherman's Wharf areas in order to provide a relief of intensity from those areas."

The project requires a Certificate of Appropriateness from the CPC for development within the Historic District prior to issuance of a building permit. The Landmarks Board reviews applications for demolition, new construction, alterations or exterior changes visible from a public place or thoroughfare on the property through this Certificate of

Appropriateness process. The Board then makes a recommendation to the Director of Planning or to the CPC. The Planning Commission will also hold a public hearing on the application for a Certificate of Appropriateness.

B. ENVIRONMENTAL EFFECTS

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use.</u> Could the project:			
a. Disrupt or divide the physical arrangement of an established community?	—	<u>X</u>	<u>X</u>
b. Have any substantial impact upon the existing character of the vicinity?	—	<u>X</u>	<u>X</u>

The project site occupies part of a district known as the Base of Telegraph Hill. The site is currently occupied by a two-story building plus penthouse that contains office space (7,000 square feet), retail space (11,000 square feet), and a parking garage (50 spaces). In the project vicinity, warehousing and light-industrial space is being converted to office and retail uses. Abutting the site to the north is the red brick Icehouse building, whose showrooms have recently been converted to offices. Across Icehouse Alley to the east is 100 Green Street, a three-story building containing professional office space. South of the project across Green Street are three- to four-story warehouses that have been converted to office space. West of the project site across Sansome Street is the Giusti Building (commonly known as the Farnsworth Laboratory, California Registered Historical Landmark #941), a two-story structure containing offices. Immediately north of the Giusti Building is a vacant site, at 1171 Sansome, where a eight-story commercial and residential project has been proposed. (An earlier version of that project was disapproved by the City Planning Commission in mid-1984.) Diagonally opposite the site on the intersection's southwest corner is a four-story structure containing parking and offices. Further north are newer developments such as the three-to seven-story Levi's Plaza development containing 800,000 square feet of office, restaurant and retail space in three blocks.

One-half block west of the project site are the cliffs of Telegraph Hill. Residences border the Filbert and Greenwich steps and continue to the top of the hill. Telegraph Landing Condominiums (bounded by Montgomery, Chestnut, Sansome and Lombard Streets) together with the 101 Lombard Condominiums (immediately south of Telegraph Landing) contain about 200 luxury residential units within four blocks of the site.

The Broadway Street ramp to the Embarcadero Freeway is located two blocks south of the project site providing access to Interstate 80 and Highway 101.

The proposed project would be similar to surrounding land uses and consistent with existing development in the area. There will be no further discussion of this subject in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
2. <u>Visual Quality.</u> Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	<u>X</u>	<u> </u>	<u>X</u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u> </u>	<u>X</u>	<u>X</u>
c. Generate obtrusive light or glare substantially impacting other properties?	<u> </u>	<u>X</u>	<u>X</u>

The project site is not the terminus for any street's view corridor, nor would it block views from any public site. The project would not obstruct any scenic views from public areas. The project would not contain reflective glass, therefore, no obtrusive glare would affect surrounding structures. Since the project would involve the demolition of a "compatible" building within a designated historic district, the urban design characteristics of the project will be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
3. <u>Population.</u> Could the project:			
a. Induce substantial growth or concentration of population?	<u> </u>	<u>X</u>	<u>X</u>
b. Displace a large number of people (involving either housing or employment)?	<u> </u>	<u>X</u>	<u>X</u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u> </u>	<u>X</u>	<u>X</u>

The project would not induce substantial growth or concentration of population. The 53,210 gsf increase in office space would represent less than 0.3 percent of the 19 million gross square feet of cumulative net new office construction in San Francisco as of March 10, 1984.

An estimate of existing employment on-site is as follows: office, 28 employees (based on a ratio of one employee per 250 square feet of office space); retail, 31 employees (one employee per 350 square feet of retail space); janitorial and service, 2 employees (one worker per 12,000 square feet for the entire building); and 2 parking operators (one worker per 5,100 square feet for 11,000 square feet of parking). The project would generate a net increase of approximately 210 permanent new jobs on the site (213 would be office, 6 janitorial, and 5 parking operators) and a decrease of 14 retail. In addition to these permanent jobs, the project would generate about 60 person-years of construction labor (based on a \$4,000,000 construction cost).

According to the City Planning Commission's Office Housing Production Program (OHPP), the housing demand for the project would be 47 units. This matter requires no further discussion in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
4. <u>Transportation/Circulation.</u> Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	—	<u>X</u>	<u>X</u>

A transportation analysis for the project was prepared by Environmental Impact Planning Corporation (EIP). The conclusions from that report are presented below. (A copy of the report is available for public review at the Department of City Planning, 450 McAllister Street.)

The proposed project would be expected to generate approximately 220 net new daily trips. About 57 of these trips would be expected during the p.m. peak hour and 75 during the p.m. peak period. Distribution of outbound peak-hour trips for individuals are estimated as follows: travel by auto - 29; Muni - 16; BART - 18; AC Transit - 5; Golden Gate Transit - 4; SamTrans - 2; SP - 2; Golden Gate Ferry - 1. (Travel by auto, Muni and BART, when further distributed among the several lines and destinations, would be measured in single digits.) Such increases in p.m. peak hour outbound travel would not be detectable within the actual daily fluctuations in traffic and ridership.

The contribution of peak-hour project-generated trips to cumulative transportation impacts was assessed within the context of the Downtown Plan EIR. It was determined that various carriers, regional highways, and most heavily traveled intersections in the area could accommodate this scale of increase in trips given the Downtown Plan EIR's assumptions for systemwide improvements.

The proposed project includes 100 parking spaces which is a net increase of 50 spaces on site. Parking demand is estimated at 42 spaces, thus the project will have capacity to absorb a portion of the existing on-street demand in the vicinity. One freight loading space would be required and would be provided on the basement parking level.

The proposed project is estimated to generate 30 peak noon-hour pedestrian trips. Pedestrian flows, currently open, would not be significantly affected.

Transportation will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
5. <u>Noise</u> . Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	___	<u>X</u>	<u>X</u>
b. Violate Title 25 Noise Insulation Standards, if applicable?	___	<u>X</u>	___
c. Be substantially impacted by existing noise levels?	___	<u>X</u>	___

The project site is on a thoroughfare with a noise level of about Ldn 70 dBA (day/night weighted average), and a level above 85 dBA when buses and trucks pass by. Operation of the project's mechanical equipment and post-construction project traffic would not perceptibly increase ambient noise levels in the vicinity. (The project sponsor has agreed to follow the noise reduction recommendations of an acoustical engineer. As evidence of this, the project sponsor would submit to the Department of Public Works a detailed analysis of noise reduction requirements, along with the building permit application. Noise generated from the building's operation would also be controlled by the San Francisco Noise Ordinance.)

Noise generated during construction of the six-story building would temporarily increase noise levels in the project vicinity, particularly during site preparation, foundation construction and framing activities. During framing operations, noise from impact wrenches would reach about 90 dBA at locations within about 100 feet of the project site. Interior noise levels at these locations would reach about 75 dBA with windows open, which would be annoying and would interfere with telephone use. With windows closed, noise levels would be about 10 dBA lower. The interiors of the nearest residences atop Telegraph Hill would be exposed to about 55 dBA with windows open and about 45 dBA with windows closed. This noise could be audible, but would not be likely to seriously annoy residents.

Demolition and construction activities would be controlled by the San Francisco Noise Ordinance. Both intake and exhaust of impact tools and equipment would be muffled to the satisfaction of the Director of Public Works. Mufflers and shrouds on jackhammers and impact wrenches could reduce the noise impacts of these operations by 10-15 dBA. This would reduce the impacts of these operations to 50 dBA or below in the interior at the nearest residences with windows open; these levels would be noticeable, but not distracting. With windows closed, noise levels would not be noticeable. These items require no further discussion in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate.</u> Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u> </u>	<u> X </u>	<u> X </u>
b. Expose sensitive receptors to substantial pollutant concentrations?	<u> </u>	<u> X </u>	<u> </u>
c. Permeate its vicinity with objectionable odors?	<u> </u>	<u> X </u>	<u> </u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u> </u>	<u> X </u>	<u> X </u>

An air quality analysis was prepared by EIP Corporation and is on file at the Department of City Planning. Whether or not the proposed project is built, carbon monoxide (CO) air pollution modeling indicates that CO air quality overall in 1990 would be better than it is currently at the most heavily traveled intersections in the vicinity. Expected improvements would be due to ongoing state and federal regulations that govern motor vehicle emissions.

Construction activities would generate exhaust pollutants during construction hours; however, no measurable increases are expected in ambient concentrations that would affect neighboring buildings. Site preparation and construction activities would generate suspended particulate matter in excess of the state 24-hour Total Suspended Particulate (TSP) standard. A mitigation measure requiring twice-daily watering of the site is included. Air quality impacts will not be discussed in the project EIR.

A shadow analysis for the proposed project was conducted and is on file at the Department of City Planning. Many of the project's shadows would fall in areas shadowed by existing development or on rooftops of existing buildings and would not increase shadowed areas. Project shadows would most affect the pedestrian environment throughout the year between the hours of 10 a.m. and 2 p.m. At Sansome Street at 10 a.m. during all seasons, new shadows would be added to the existing shadows northwest and west of the project. On September 21 and June 21 at noon, the project would add a small incremental shadow to the sidewalk west of the site and to a small portion of the street. On Icehouse Alley, incremental shadows would be added on September 21 and June 21 at 3

p.m., December 21 at noon and March 21 at 3 p.m. Shadows will not be discussed in the EIR.

The project would not alter wind patterns as the proposed building would be sheltered from winds by Telegraph Hill and it would not be substantially taller than surrounding buildings. These matters require no further discussion in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services.</u> Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	<u>—</u>	<u>X</u>	<u>X</u>
b. Extend a sewer trunk line with capacity to serve new development?	<u>—</u>	<u>X</u>	<u>X</u>
c. Substantially increase demand for schools, recreation or other public facilities?	<u>—</u>	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	<u>—</u>	<u>X</u>	<u>X</u>

The proposed project would generate about one-third of a ton of solid waste per workday which would be transported to Altamont in Alameda County. The eight-foot sewer transport in Sansome Street has the capacity to handle the amount of wastewater generated by the project. The sewer also meets the design criteria to satisfy the five-year storm capacity.¹

The project would not require more fire department personnel or equipment. Water for fighting fires would be available from both the domestic and high-pressure water systems. The project would incorporate automatic fire sprinklers, a fire alarm system, and emergency power and special elevator controls.

While the increasing development of office buildings in the Northeast Waterfront area could attract more commercial burglaries, the project itself is not expected to generate the need for additional police services. The area is within Central Station's district, and is patrolled by radio-dispatched patrol cars 24 hours a day. There is no foot patrol.²

While there would be a net increase in energy consumption on the site, no major expansion of power facilities would be required. Gas supply would be provided from the existing Green Street gas main or from an extension from either Sansome Street or the Union

Street main. Electric service would probably require transformer space on the property,³ and the project design provides for this at the first basement level. The project would conform to California energy standards.

There would be an increase in demand for communication systems. Pacific Telephone would upgrade existing facilities located at the Sansome and Green Street intersection to provide adequate service to the proposed project. Pacific Telephone anticipates no difficulty in providing or maintaining service to the site.⁴

The project would consume approximately 8,600 gallons of water per day (gpd). An eight-inch main in Sansome Street, a six-inch main in Green Street and an eight-inch main in Union Street are available and adequate to serve the project.⁵ Water and water pressure for fire suppression are also adequate.⁶ These matters do not require further discussion in the EIR.

¹ Mervin Francies, Engineering Associate II, Bureau of Sanitary Engineering, telephone communication, September 22, 1983.

² Hal Waterman, Planning and Research Division, San Francisco Police Department, telephone communication, June 30, 1983.

³ Rocco Colicchia, Industrial Power Engineer, Pacific Gas and Electric, letter, September 9, 1983.

⁴ Leo Ladner, Engineering, Pacific Telephone, telephone conversation, September 19, 1983.

⁵ George Nakagaki, Manager, San Francisco Water Department, Letter, October 5, 1983.

⁶ Edward J. Phipps, Assistant Chief, San Francisco Fire Department, Letter, October 11, 1983.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
8. <u>Biology</u> . Could the project:			
*a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	___	<u>X</u>	___
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	___

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
c. Require removal of substantial numbers of mature, scenic trees?	<u> </u>	<u> X </u>	<u> </u>

The project site is totally covered by a building. There are no rare or endangered species of plant or animals on site, nor are likely habitats present. These matters do not require further discussion in the EIR.

9. Geology/Topography. Could the project:

a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<u> </u>	<u> X </u>	<u> X </u>
b. Change substantially the topography or any unique geologic or physical features of the site?	<u> </u>	<u> X </u>	<u> X </u>

The proposed project would not expose people or structures to a major geologic hazard. The site is underlain by interbedded sandstone and shale of the Franciscan Assemblage¹ which have low permeability (except where fractured) and fair slope stability and high earthquake stability (except in thoroughly fractured rock).² The project area would experience strong to very strong groundshaking during a great earthquake (Richter Magnitude 8+) along the San Andreas Fault.³ The building would meet current seismic engineering standards. Pile driving is not anticipated since the underlying bedrock would provide adequate foundation support and seismic stability.

The proposed project would not substantially alter the site's topography as it is inland from the former shores of San Francisco Bay in an area that was extensively quarried prior to 1915. A spread-footing foundation has been recommended by the geotechnical consultant¹ which would be at approximately the same level as those of the Icehouse structure (adjacent to site) and would not interfere with support for the Icehouse. In the event a deeper excavation is planned (below the present basement level), shoring and retention of side slopes would be necessary and a pre-excavation study would be needed to design adequate protection for the Icehouse footings and rock anchors.⁴

The project would be constructed under the supervision of a California-licensed structural and geotechnical engineer. These matters do not require further discussion in the EIR.

¹ Dames & Moore, Geotechnical Consultation, Proposed Office Structure, 150 Green Project, San Francisco, California, September 9, 1983, page 2.

²J. Schlocker, Geology of San Francisco North Quadrangle, California, U.S. Geological Survey, Prof. Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, Table 11, page 98.

³URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, San Francisco, California, June 1974, Figure 3.

⁴Dames & Moore, op.cit., page 5.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> . Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>X</u>	<u>X</u>
c. Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

There is no surface water at the site. The site is currently impervious, covered by an existing building. The proposed project would not alter this situation. Runoff would continue to drain into the combined City storm/sewer system. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that the silt would not be washed into the storm drains. Groundwater seepage is expected to fill the excavations (about 3 x 4 x 2 feet deep) for the foundation footings shortly following excavation. This water could be pumped or bailed each morning prior to continuing work on the foundations. No continuous dewatering of the excavation would be necessary.¹

These matters require no further discussion in the EIR.

¹William C. Wood, Associate, Dames & Moore, telephone communication, May 8, 1984.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
11. <u>Energy/Natural Resources</u> . Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>

- b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?

— X X

An energy analysis was conducted by EIP Corporation and is on file with the Department of City Planning.

The project would increase consumption of nonrenewable energy resources on the site. Site preparation and building construction would require about 8 billion BTUs (the energy equivalent of about 1,400 barrels of oil)¹ at-source² of electricity, gasoline and diesel fuel over the full 18-month construction period.³

Calculations were made based upon the maximum energy consumption allowed under the provisions of Title 24 of the California Administrative Code and using a worst-case estimate. This analysis indicates that the project operation would consume a total of about 12 billion BTUs annually, the energy equivalent of about 2,100 barrels of oil in the form of electricity and natural gas. Specific quantities would depend upon the details of the building design. Detailed engineering studies would be performed later in the design process to identify applicable energy conservation measures. A letter explaining the measures chosen and the technical basis for the decisions would be supplied to the Energy Section of the Department of City Planning prior to the application for the building permit. Compliance with Title 24 of the California Administrative Code would ensure that the proposed project would not use energy in a wasteful or excessive manner. These issues require no further discussion in the EIR.

¹ BTU: British Thermal Unit. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at about 39 degrees Fahrenheit.

² At-source refers to adjustments made in energy use calculations to account for the energy used in generating, refining and transporting each energy source.

³ Federal Energy Administration, Energy Use in the Contract Construction Industry, Report No. PB-245-422, U.S. Department of Commerce, February 18, 1975.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
12. <u>Hazards</u> . Would the proposed project result in:			
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	___	<u>X</u>	<u>X</u>
b. Creation of or exposure to a potential health hazard?	___	<u>X</u>	<u>X</u>
c. Possible interference with an emergency response plan or emergency evacuation plan?	___	<u>X</u>	<u>X</u>

It is not anticipated that the completed project would result in any increased risk of explosion, release of hazardous substances or exposure to a potential health hazard. Two 2,000-gallon gasoline tanks and one 500-gallon waste oil tank buried in Sansome Street adjacent to the site would need to be emptied and removed or backfilled. The tanks are small enough to be removed without being cut into sections.

An evacuation and emergency response plan would be developed as part of the proposed project (see D. Mitigation Measures). The project's emergency plan would be coordinated with the City's emergency planning activities. These issues require no further discussion in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13. <u>Cultural</u> . Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	___	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	___	<u>X</u>	___
c. Conflict with preservation of any buildings of City landmark quality?	___	<u>X</u>	___

The existing building, formerly the Sperry Flour Company building, built in 1916, is described as compatible by the Department of City Planning (DCP). It is located within the Northern Waterfront Historic District and must receive a Certificate of Appropriateness from the City Planning Commission (CPC) in order to be demolished and replaced. This issue will be addressed in the EIR.

The project site is approximately one block from the original San Francisco shoreline. Historic materials may be present within the project area. This issue will be addressed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
C. OTHER			
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	—	<u>X</u>	—

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
D. MITIGATION MEASURES				
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	—	—	<u>X</u>
2. Are all mitigation measures identified above included in the project?	<u>X</u>	—	—	<u>X</u>

Hazards

An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

Historic and Cultural Resources

Mitigation measures for Cultural Resource Impacts will be enumerated in the EIR.

Air Quality

The project sponsor would require that demolition materials and soils on site be watered twice daily by the contractor. This would reduce the likelihood of airborne construction dust and particulates exceeding state and federal standards. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that silt would not be washed into the storm drains and dust would be removed.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	—	<u>X</u>	—
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	—
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>X</u>	—
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	—
5. Is there a serious public controversy concerning the possible environmental effect of the project?	—	<u>X</u>	—

F. ON THE BASIS OF THIS INITIAL STUDY:

 I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

 I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

 X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Alec S. Bash
Environmental
Review Officer
for

Dean L. Macris
Director of Planning

Date: 1/17/85

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San Francisco Forward
San Francisco Tomorrow
John Sanger & Associates
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Sierra Club
Robert Snook
South of Market Alliance
Square One Film & Video
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Tenants and Owners Development
Corporation
Jerry Tone
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Howard Wexler
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Seaton Corporation
LL & L Investment Trust 30
c/o Barkhardarian - Ice House
BJL Co., c/o West Winds Inc.
Rebizzo Land Co.
Bill S. & Fanny Y. Yee
120 Green St. Associates
Abbott Brady Printing Corp.
Charles & Julia M. Dondero
Colomba R. Mezzetta
Telegraph Hill Dwellers
Telegraph Hill Neighborhood
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